

February 19, 2004

**INTERSTATE 81 PPTA PROPOSAL FACT SHEET – STAR SOLUTIONS, INC.**

**BASE PROPOSAL**

- Rebuild I-81 to at least four lanes in each direction, including two dedicated heavy commercial truck only lanes separated by spacing and rumble strips from two general purpose lanes in each direction
- Electronic “boothless” tolling of heavy commercial trucks.
- Construction of six dual interchanges to separate truck traffic from cars, with flyovers and dedicated auxiliary lanes at other locations.
- Proposal includes ITS and Weigh in Motion features.
- Estimated project cost = \$6.381 billion (based on 2003 dollars)
- A 20-year pavement warranty is proposed at an additional cost of \$660.5 million.
- Rail improvement option would be an additional cost of \$111 million.
- Schedule reflects completion of corridor within 15 years (by 2019).

**FINANCING**

- Roadway financing plan based on three principal funding sources
  - Toll revenues from heavy commercial trucks only
  - Federal funds earmarked for truck and car separation on interstate highways (\$800 million assumed available in FY 2004 through 2009 and an additional \$800 million in FY 2010 through 2015)
  - VDOT funds earmarked for I-81 improvements in the current Six-Year Transportation Development Plan (\$98 million).
- Overall costs for proposed I-81 roadway improvements
  - Project costs = \$7.940 billion  
(escalated to year of expenditure and including pave. warranty)
  - Capitalized interest and other uses of funds = \$5.066 billion
  - **Total – Uses of Funds Shown in Proposal = \$13.006 billion**  
(not including rail improvements)
- Overall costs for proposed rail capacity improvements
  - Project costs = \$111.0 million
  - Capitalized interest and other financing costs = \$ 32.2 million
  - Total costs of rail proposal = \$143.2 million

**PROPOSED TOLL RATES**

- Initial toll rate for trucks in 2007 - \$0.123/mile (\$5.78 to travel between mileposts 180-227)
- Toll rate progressively increases as more construction is completed
- Toll rate at completion of construction - \$0.368/mile (\$119.60 to travel entire 325 miles)
- Willing to consider various tolling schemes to provide relief to targeted user groups.
  - Empty trucks, agricultural exemptions, commuter rates, etc.
  - Not included in current finance plan.

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**INTERSTATE 81 PPTA PROPOSAL FACT SHEET – FLUOR VIRGINIA, INC.**

**BASE PROPOSAL**

- Addition of a minimum of one lane in each direction, primarily to the inside, which would be for passenger vehicle use only.
- Addition of ten truck-climbing lanes as detailed in VDOT's *Conceptual Studies* report.
- Constructing electronic mainline toll facilities at interchange locations.
- Installation of a broadband wireless spine to support traveler information systems, traffic management systems and work zone safety technology.
- Estimated project cost = \$5.878 billion (based on anticipated date of expenditure)
- Other optional services indicated in proposal as available at an additional cost (estimates in millions of dollars)
  - Asset management/maintenance of both the existing facilities and the Fluor team's new improvements for 20 post-construction years (\$930M)
  - Rail Capacity Improvements (\$132M)
  - Commercial Truck Parking Facilities (\$20M)
- Schedule reflects completion of roadway improvements within 11 years (by 2014).

**FINANCING**

- Financing plan based on toll revenues from both passenger and commercial vehicles.
- Does not rely on the use of funds committed by VDOT to the I-81 corridor in the current Six Year Plan, nor does it require any future funding commitments by VDOT.
- Does not require any federal funding.
- Overall costs for proposed I-81 roadway improvements
  - Project costs = \$5.878 billion
  - Capitalized interest and other uses of funds = \$1.139 billion
  - **Total – Uses of Funds Shown in Proposal = \$7.017 billion**  
(not including options)
- Overall costs for proposed rail capacity improvements
  - Project costs = \$132.3 million
  - Capitalized interest and other financing costs = \$ 38.5 million
  - Total costs of rail proposal = \$170.8 million
- Overall costs for commercial truck parking facility improvements
  - Project costs = \$20.0 million
  - Capitalized interest and other financing costs = \$12.0 million
  - Total costs of truck parking facility proposal = \$32.0 million

**PROPOSED TOLL RATES**

- Interim toll rates (after completion of stage 3 – January 2012)
  - Car - \$0.025/mile (\$8.13 to travel entire 325 miles)
  - Average truck\* - \$0.085/mile (\$27.65 to travel entire 325 miles)
- Toll rates at completion of construction (after completion of stage 4 – end of 2013)
  - Car - \$0.05/mile (\$16.25 to travel entire 325 miles)
  - Average truck\* - \$0.17/mile (\$55.25 to travel entire 325 miles)

(\* - truck rate will be a multiple of the car rate based on the number of axles)
- No tolls charged for trips less than 10 miles
- Discounted rates for trips between 10 and 30 miles
- Annual passes for regular customers for a fixed annual charge.